

**MINUTES OF THE LOCAL JURISDICTION MEETING OF THE
WASHINGTON STATE TRANSPORTATION COMMISSION
JUNE 28, 2002**

The special meeting of the Washington State Transportation Commission was called to order at 8:30 a.m., on June 28, 2002, at Sound Transit Boardroom, Union Station, 401 S Jackson Street, Seattle, Washington.

Commissioners present were: Chris Marr, Ed Barnes, Aubrey Davis, George Kargianis, A. Michèle Maher, Connie Niva, and Elmira Forner.

**PRESENTATION AND DISCUSSION BY THE WSDOT NW DIVISION AND
PUGET SOUND REGIONAL COUNCIL**

John Okamoto, Assistant Secretary, Washington State Department of Transportation opened the discussion stating that the presentations by WSDOT and PSRC staff would focus on regional needs as well as specific needs of the Seattle area.

Mary McCumber, Executive Director, Puget Sound Regional Council, thanked the Department for the great working relationship that it has with the Council. PSRC is a Metropolitan Planning Organization and a Regional Transportation Planning Organization under federal and state law, for Puget Sound which includes-King, Kitsap, Pierce and Snohomish Counties. Over 60 percent of Washington's population resides in these four counties. Ms. McCumber showed a regional plan video titled "Destination 20/30". The Council is currently sorting out the best way to distribute federal transportation dollars that come into the region, which is a total of \$63 million dollars in this cycle. She stated that Secretary MacDonald's Grey Book is welcomed improvement in performance measurement. Agencies need to know if policies are working or not.

Ms. McCumber stated that the Council is starting a series of reports called "Puget Sound Mile Stones". The first report will be out this summer and is called "Growth and How, Where Growth is Occurring Within our Region". The second report is one that the Council will be developing with the Department, "How we measure the transportation system-including agreement on sound congestion measures". The PSRC adopts an action strategy every two years, and sets shared transportation priorities for the next ten years. PSRC communicates these priorities to the Legislature, Commission and other policy makers. Based on these documents the region can determine short and long-term needs. Ms. McCumber presented Vision 2000 awards to each of the members of the I-405 steering committee. Commissioner Kargianis was presented an award as Chair of the Steering Committee.

Dave Dye, Administrator, Urban Corridors, discussed large projects that are in progress:

(1) Alaskan Way Viaduct has five design plans that are currently being developed and refined. A draft EIS is expected to be published during the first quarter of 2003.

(2) The Translake Washington Project is developing a 12.8-mile section of SR520. The project is making headway. A preferred preliminary plan may be ready late this summer or sometime in the fall. Currently under discussion are the issue of lids and tolls. The Department will bring a tolling analysis to the Commission meeting next month.

(3) Interstate 405 is a very important regional route that has a lot of positive benefits to the Alaskan Way Viaduct and Interstate 5. The primary driver for this project is congestion relief. Services of a general engineering consultant have been acquired to help prepare for transition from the planning phase to the implementation phase. The project will move to the design build implementation phase when funding becomes available. The Department is working on funding scenarios for this project, considering phasing and staging possibilities.

(4) State Route 519 is a project that has two phases. The first phase is under construction, and has some environmental and cost overrun issues. The project is \$10 million over budget. The design of the second phase is 30 percent complete. The project is scheduled for completion in 2004.

(5) Interstate 90 Two-way transit/HOV Project has been under discussion/review for a long time. There are five options that are being considered for this project, and a draft EIS is due to be out in January 2003, with a recommended decision in the fall of 2003.

Mr. Okamoto commented on Referendum 51, and how the potential of a Regional Transportation Investment District (RTID) might play important roles in addressing these projects in the referendum. The Department is working quickly to proceed with projects throughout the region, but the projects are beginning to exhaust the funding available in the current law budget. New funding is needed to move forward with the projects. In addition to Referendum 51 the Legislature authorized Pierce, King and Snohomish counties to supplement Referendum 51 through the creation of the RTID.

ROUNDTABLE DISCUSSION WITH SEATTLE, EASTSIDE AND KING COUNTY OFFICIALS

Greg Nickels, Mayor, City of Seattle, thanked the Commission for its work over the years. He stated that Seattle has some serious transportation concerns that keep coming up in national studies, and there may be some controversy over whether it is the 5th or 9th city with the worst traffic in the country. He stated Seattle does not have an acceptable transportation system for the 21st century. One of the key concerns is SR99/Alaskan Way Viaduct, which proved to be very susceptible in the event of a major

earthquake. It is a major corridor through Seattle and carries about 110,000 vehicles a day. It is also a primary freight corridor and has severe safety issues. Linked with the Viaduct issue is the seawall that holds Seattle out of Puget Sound. The pilings holding the seawall have deteriorated the western support of the Viaduct. He stated that the Viaduct can be done in phases, but it would be awkward, and the phases are probably larger than most projects. Mayor Nickels stated that the City has committed funds to the project, and is looking at committing more in 2003, with a significant funding increase in 2004. Mayor Nickels briefly discussed several other issues concerning Seattle. The South Lake Union area is a tremendous opportunity for Seattle. In addition to the fact that Seattle is a port city, probably the greatest asset is the University of Washington, the number one public research university in the country, and the bio-medical research that is taking place in the South Lake Union area in the heart of Seattle. The SODO area is also a major development area, with the ballpark and the stadium. This has made an economic zone for the city. The City is working with the Department to find federal funds for all of the projects as well. Light rail is critical for the future of Seattle, and the City has approved the initial permits for the construction of the maintenance facility. Seattle is working in partnership with Sound Transit to get light rail under construction this year, and an initial segment of the system will be open before the end of this decade. However, one of the main criticisms of light rail is not that it is too much, but that it is too little. A very high priority is the link to the north in the University district to Northgate and beyond, and then further south from 154th to SeaTac Airport and beyond. Mayor Nickels indicated that the monorail would hopefully be on the ballot this fall. As an elected official he intends to be campaigning for that proposition. The Seattle Department of Transportation has been reorganized, and is going to be a better partner. Mayor Nickels closed his comments by stating that the City recognizes that the bulk of transportation will be regional and statewide projects.

Richard Conlin, Chair, Seattle City Council Transportation Committee, thanked the Commission for inviting him to speak, and stated that he is looking forward to working with the members. He stated that he wants to insure that transportation conservation is part of the solution to the transportation problems. Seattle is piloting a new program called "Way to Go Seattle". It is an experiment in which households are challenged to give up their second car. Households are provided with financial incentives, and asked to report back to the City on their accomplishments. The pilot is working well, and has improved people's concept of transportation. When the public looks at a transportation system they need to look at safety, security, and how the whole system operates. SR405, SR520 and SR167 are priorities and have key elements. Multimodal approaches are absolutely crucial when looking at these approaches. One approach may be a single pass that people can use for several different modes of transportation. Mr. Conlin commented that he agrees with Mayor Nickels that it is crucial to make light rail work.

Connie Marshall, Mayor, City of Bellevue and Chair of Eastside Transportation Partnership, spoke about transportation challenges and opportunities. She outlined her vision of the future: (1) pass Referendum 51, pass Regional Transportation Investment District (RTID), implement future necessary installments, address all modes of transportation and get the economy back on track, (2) become the West Coast giant in freight movement and technology, (3) address and fix Washington's inadequate and unsafe highways, (4) deliver on light rail in Seattle, and (5) stop combat among regional leaders, and work together for the whole Puget Sound. Mayor Marshall spoke about Bellevue's growing economy and how it is expected that over the next 20 years, jobs will grow another 25-50 percent. In closing she thanked the Commission for its support in keeping Washington moving.

Gorman Sparrman, Transportation Director, City of Bellevue, talked about downtown Bellevue, the need for interchanges and a multimodal center. Bellevue has established a partnership between Sound Transit and the Department. He stated that current construction projects are expected to be completed by 2005.

Harold Taniguchi, Director, King County Department of Transportation, stated that the local and regional transportation agencies have a lot of work to do to keep the transportation systems operating. He stated that the Department and Secretary MacDonald have done a wonderful job managing the mega projects. He pledged that King County DOT will work strongly and aggressively with all parties involved to ensure that the transit focus is there. In closing he stated there is the need for flexible funding and the need to wisely use the revenue.

GENERAL DISCUSSION

Richard Krochalis, FTA Regional Administrator, stated the need to close the governance gaps and pull together the local jurisdictions and agencies to define and implement solutions. He commented that there is a need to keep light rail and bus rapid transit on the Eastside, start construction now on light rail, and work with each of the jurisdictions. A recommendation for light rail final design was submitted by Mr. Krochalis to the FTA headquarters. Mr. Krochalis stated that light rail is popular around the country and used more than expected. Commissioner Maher stated that Mr. Krochalis has a wonderful vision, but needs to sell the vision beyond the Central Puget Sound Region.

Mayor Nickels stated that he agreed with Commissioner Maher's comments. He indicated that he would be very excited to work as "One Washington".

Commissioner Niva questioned Mayor Nickels about the Viaduct and cost risk analysis, asking if he was comfortable with the numbers that the monorail project proponents are using. He stated that the City is going to be doing an analysis using a Cost Estimation Validation Process (CEVP), based on the Department's model. Commissioner

Niva commented that the transportation agencies should be as straight forward with the public as possible about costs. Mayor Nickels commented that more knowledge presents better information.

Commissioner Forner commented that funding for transportation projects should be protected and dedicated so that decision makers do not have to pit transportation funding for other agencies programs. Mayor Nickels stated that Commissioner Forner's comments are very apt, but he does not think that it is realistic to expect that citizens would allow funding for transportation to be taken from higher education, human services or health. He stressed the importance of how projects are prioritized, and the need to have transportation systems in place that promote continuity. He stated that the future of the City of Seattle is dependent on having a new corridor through the city, and a mass transit system linking the city and the region.

Anne Fiske Zuniga, Deputy Director, Seattle Department of Transportation, complimented the Department on the progress of the mega projects, and stated that the sense of partnership is excellent. She shared her concerns about the dramatic increase in the project cost estimates. She assured the Commission that the City of Seattle is working closely with WSDOT on projects that the public cares about.

Representative Helen Sommers stated that she is pleased and proud that local government officials expressed their regional approach, recognizing that all projects are of critical importance.

Commissioner Niva stated that she would like to comment on WSDOT, and the City of Seattle and the cooperation between the two. She agreed with Richard Conlin about the clarity and roles of responsibility. She stated that there should be honor in decision-making, and people should be held responsible for what their decisions have been. Public distrust is partly because officials don't honor their decisions.

Commissioner Kargianis echoed Representative Sommers' remarks about regionalism, and indicated that he is pleased and encouraged about the comments that have been made. He also stated that SR99 should be an alternate to Interstate 5.

Commissioner Barnes stressed that it is extremely important to have a statewide transportation plan for the whole state; business owners need to be able to locate anywhere in the state without having to fear an inadequate transportation system. In order to be able to bring jobs to the area we need a "One Washington" philosophy. He supports the light rail, and looks forward to it serving Clark County.

Councilman Conlin stated that one of the issues that should be tackled is making the division of funds equitable. Regions need to stop fighting over resources.

Commissioner Marr stated that he had spoken to the Washington Economic Development Association on Monday about the need for the state to become more competitive. Other states are investing in transportation and Washington needs to also.

Secretary MacDonald stated that the success of transportation decisions is really in the hands of the agency staff that work together. The message has to go out that the success of these projects has to do with staff working effectively together to meet common objectives. He stated that there is a healthy set of relationships among staff, and this needs to be communicated. Two other things that are critical and need to be communicated are project delivery and accountability. The delivery and reporting of the current little projects will build public confidence and is the key to doing the large projects tomorrow.

Senator Jim Horn thanked the Commission for inviting him to attend. He stated that he has a very positive attitude, and feels that Referendum 51 will be very successful on the November ballot. He expressed the need to not only discuss funding, but also the need to conduct a technical analysis of the projects so that the public understands the benefits of investment.

Representative Murray thanked the group for attending the meeting, and stated that Referendum 51 is not just about relieving congestion, but also real safety issues, especially on the Viaduct and SR520. He stated that Senator Horn made some good points about projects benefits and not just expenses being the issue.

Commissioner Forner stated that what happens in Puget Sound effects the entire state, but conversely whatever happens in Eastern Washington affects the Puget Sound area. She indicated that residents of Eastern Washington do not feel the effects of what happens in the Puget Sound, and that constituents want to know how improvements affect the entire statewide system.

Commissioner Davis stated that the Department does have trouble communicating across the whole state, indicating that until recently there has been a slight shift of revenue from west to east, and from urban to rural. This has not allowed the Department to keep up with investment in congested urban areas. He acknowledged that there are transportation problems all over the state. There is a problem of equity that has been handled pretty well up until now. He stated that Initiative 695 upset the balance in funding, and there have not been any adjustments for that.

PRESENTATION BY SOUND TRANSIT

Vernon Stoner, Deputy Executive Director, Sound Transit stated that he moved to this area a year and half ago. He stated that Sound Transit is a very different agency than it was then. The agency is moving forward with the transit system that was promised to

the voters. The goal is not to reduce congestion, but rather to provide alternatives to sitting in traffic. The voters of King, Pierce and Snohomish Counties approved a regional high-capacity plan called Sound Move. The plan called for creating and building three new transit services (1) ST Express Regional Bus Service, (2) Sounder Commuter Rail, and (3) Link Light Rail. The buses are very comfortable, and popular with customers; this year Sound Transit served its 10 millionth rider. He indicated that Sound Transit is investing \$865 million in an extensive network of capital projects, including park-and-ride lots, transit centers, and transit priority investments. Half of the investment is focused on funding 14 HOV direct access ramps in partnership with WSDOT.

Mr. Vernon stated that when Sounder is complete it will run 18 trains per day on the Lakewood/Seattle run, and 12 trains per day will serve Everett/Seattle. The service is very popular with customers; they know that they will be able to arrive at their destination on time without fighting traffic. Four trains currently carry 12,000 riders per week, which exceeds what was anticipated for 6 trains. He indicated that because of Initiative 695 Sound Transit lost \$46 million in funding which was critical to the ability to be able to complete that segment of the project. Mr. Stoner discussed Link Light Rail, stating that it will serve a very congested part of the region where there is no room to expand the freeway system. Construction on Tacoma link began in 2001 and trains will be running in 2003. Sound Transit and the Port of Seattle are conducting a study to identify a location for a light rail station at the airport. He stated that Sound Transit would continue to work closely with the Port of Seattle to build this key regional connection.

Mr. Stoner commented on what happened with Sound Transit, and the Tukwila City Council, stating that they had spent the past two years working with Tukwila on finalizing the route, and reached an agreement on how to proceed. They received constant assurances that the council was supportive, took their word for it, and consider the reversal of the decision to be a breach of faith. Sound Transit is committed to moving this project through the cities permit process. The Commission needs to understand that all major projects will face these kinds of route shifts. The plan is to build light rail north of downtown Seattle, but because of costs and risk associated with the tunnel under Portage Bay they are reexamining options of going north. The board is scheduled to adopt a preferred route by early 2003. Construction will follow and will be complete in 2008, and service will begin in 2009.

Mr. Stoner shared Sound Transit's goals for 2002 which are: (1) Break ground on light rail, (2) Sounder Service north to Everett, (3) Third commuter rail train between Seattle and Tacoma.

PRESENTATION BY ELEVATED TRANSPORTATION COMPANY

Harold Robertson, Executive Director, Elevated Transportation Company, introduced the draft proposal of the citywide plan, which consists of five corridors overall, eventually covering a total of 58 miles of monorail service in the City of Seattle.

The first phase would be a 14-mile route from Ballard to downtown and then to west Seattle, with 19 stations and an estimated 20 million rides per year in 2020. The first phase construction costs are estimated at \$1.255 billion with other associated costs of \$426 million that would be paid as proposed currently by a motor vehicle excise tax of 1.4 percent in the City of Seattle. It is believed that the monorail fares can cover the operating costs after a period of startup subsidy. The systems operating requirements suggest about a 4-5 minute timing of each train during rush hour and 8-10 minutes other times of the day with 19 hours per day of service. Commissioner Maher questioned whether capital costs would be covered by fares. Mr. Robertson responded that it would be operating cost only. Commissioner Niva inquired about maintenance costs. Mr. Robertson stated that there is maintenance money in the capital costs and that the Board is hiring outside experts to review the cost figures, and also seeking other expert advice. The City of Seattle will independently do a cost validation process that is similar to WSDOT's CEVP process.

Secretary MacDonald stated that many people have asked if WSDOT could replicate its cost estimating process for the monorail, he stated that for numerous reasons it would be inappropriate for WSDOT to do that. However, WSDOT has shared the process and consultant names. Commissioner Maher asked who currently provides staff support for the monorail. Mr. Robertson explained that the City of Seattle is responsible for the project. The monorail would be operated by a concessionaire that makes a profit, a share of which it would provide to the city. Mr. Robertson stated that the new monorail would be funded by four different sources. Commissioner Barnes asked if there is going to be a project labor agreement associated with the new monorail. Mr. Robertson stated that the new board, if approved by the voters, would be the entity that would decide on project labor agreement.

ROUNDTABEL DISCUSSION WITH SEASHORE COMMUNITIES

Charlie Howard, Director, Planning & Policy Office, gave a brief overview of the highway corridors in the Seashore area. He indicated that there are projects such as SR9, SR99, and SR522 other than mega projects that are needed to address congestion and are important to the communities. He stated that the SR99 North Corridor study is now underway and will produce plans to accommodate an active business community. Each jurisdiction developed its own project in coordination, so there will be a consistent feel to the corridor. He stated that SR522 from Monroe to I-5 in Seattle is more of a highway; other segments in Bothell, Kenmore and Lake Forest Park are city arterials and are very congested. The Department is working on business access and a transit plan through the three communities to improve transit mobility, but a lack of money slows progress. Another project along SR9 from Paradise Lake Road is an ongoing widening of the corridor to a four-lane highway. The next segment of the project would be expansion at SR9 near Paradise Road to Snohomish. The plan is to widen the corridor all the way to Monroe and tie in with the Monroe bypass. He commented on the importance of partnership on these projects between the state and local jurisdictions.

Dick Taylor, Kenmore City Councilman spoke about the need to improve SR522, as well as other transportation corridors of the region. He provided an overview of the need for street and bicycle safety. Mr. Okamoto complimented the City of Kenmore, which is a young city of about four years. He stated it has done very well in getting a comprehensive plan going so quickly. Mr. Howard stated that these cities have put together the plans and have raised the money themselves, because the state has not had the money to implement these corridor plans.

Kevin Grossman, Assistant Mayor, City of Shoreline, stated that Shoreline is interested in the SR99/Aurora Avenue corridor. It is the most important project for the center of the community. He indicated that the City is still working on what needs to be done, but it is clear that congestion and safety need to be addressed. He stated his appreciation for the assistance received from WSDOT and the Federal Highway Administration. He stressed the need to keep moving on the environmental permit process to avoid contract delays that could cause cost overruns. He also expressed the need to recognize that SR99 is an urban arterial and must be designed for its unique needs. He hopes that Snohomish County will support the project as well. Mr. Grossman also discussed the freight transfer station for trucks, and the on and off ramps on I-5 that are currently being used by metro buses. He would like to have trucks use the ramps rather than going through residential neighborhoods.

Dave Hutchinson, Mayor, City of Lake Forest Park, stated that the City was a recreational area for Seattle residents. Business moved into the area, and now the population is 13,000. SR522 is a major highway cutting through the area, along with SR104. There are safety issues all along the routes. The Community has needs, but believes that the necessary money is not spent in the area. Lake Forest Park has lost about 25-30 percent of their budget, and the ability to invest in transportation issues has been limited.

Dick Zabell, Public Works, City of Bothell, stated that transportation is a number one issue, and the Council has engaged intensely in transportation efforts. The City is a technology pioneer, and has businesses that employ thousands of people. Bothell is along the SR522 corridor, northeast of Seattle, and has a population of 31,000. Bothell is the home of the University of Washington, Bothell Branch Campus, and Cascadia Community College. Mr. Zabell commented that the Seashore Group has attempted to focus on regional projects that extend beyond the city boundaries. SR522 is Seashore's "mega highway project", not in cost, but in scale of impact on the community. He stated that it is one of three routes that have problems. There are serious pedestrian accidents along this corridor. The improvement cost is \$14 million, including transit access lanes, pedestrian facilities, and bus pullouts. SR527 is a major alternate route into Snohomish County and intersects with other major routes. Mr. Zabel anticipates that it will be

approved as a Highway of Statewide Significance (HSS). Mr. Okamoto advised the Commission that the Regional Transportation Investment District has a requirement that restricts investment to HSS routes.

ROUNDTABLE DISCUSSION WITH SEATTLE AND EASTSIDE PRIVATE SECTOR ORGANIZATIONS

Commissioner Marr stated that transportation is critical to economic development, and WSDOT has found it difficult to partner without certain and sufficient revenue. The Commission has found that private sector partners have provided perspectives and solutions to transportation problems.

Phil Bussey, Washington Business Roundtable, stated that he had gone to Spokane to meet with community members, and talked about competitiveness issues. He stated the Roundtable's goal is to for the state to be a great place to live, work and raise a family. He commented that there are too many two-lane roads with accidents, and industry is in trouble in key areas as a result.

Steve Leahy, Executive Director, Seattle Chamber of Commerce, commented that there is a need to develop different strategies and tactics from what has been tried in the past. Average citizens look to leadership groups such as the Commission to have the wisdom to sort out projects.

Kate Joncas, Downtown Seattle Association, commented that the business community should be at the table in order to be a regional partner. She states that WSDOT needs to impact citizen's trust in government by maintaining credibility, being on time with projects and within budget. Secretary MacDonald stated that WSDOT wants to visit with business groups to discuss the Department's adherence to credibility.

Alan Bonaci, SODO (South Downtown) Business Association, commented that the Port of Seattle has been very supportive of SODO. SODO has had limited involvement in the Alaskan Way Viaduct Project, but has a member that is monitoring the project. SODO intends to be a more active participant in how the Viaduct will impact the area. Mr. Bonaci requested that SODO be kept informed about projects so that they can plan ahead, and keep their website updated in order to notify people and businesses.

Dan McGrady, Government Regulatory Affairs Manager, Vulcan Inc., stated that he has a positive message about how transportation investments can revitalize neighborhoods, as well as to urge cooperation and coordination. Vulcan's mission includes redeveloping 50 acres of property that it owns in South Lake Union. The region needs to rebuild its transportation system, and make it a number one priority at the state and local level. Each of the major projects is owned by separate agencies, so Vulcan is helping with

coordinating the projects. Cooperation between WSDOT and the City of Seattle DOT on the Alaskan Way Viaduct is a model for other projects by making these investments work together and allowing the Commission to draw the groups together.

Gene Questad, Fleet Manager, Boeing, commented that Boeing has a significant presence in Puget Sound. Boeing is involved in transportation as a result of a large fleet of trucks operating along a 70-mile corridor with operations in Portland and Spokane. Boeing has worked at moving freight without creating additional traffic on the highways. In 1995 it created the Integrated Transportation Plan that reduced truck movement by 26 percent. During the same time period the average hours for trip time increased 32 percent and has resulted in traffic impacts. One of Boeing's largest priorities is to relieve congestion and still allow choices for employees to get to and from work. Mr. Questad stated that traffic congestion affects employee production levels as well as their quality of work. Boeing has a Trip Reduction Program for employees using multiple types of transportation.

Mr. Questad commented on the importance of making certain that freight moves 24 hours a day. The routes that most affect the company are SR167, I-405, and I-90 to Spokane. These routes have trucks making multiple trips back and forth daily. Boeing would like to see WSDOT and the region reduce the planning and implementation time for projects.

Commissioner Marr asked about spreading the peak hours of traffic, and the issue of predictability. Mr. Questad responded that Boeing is experiencing a spread of the peak period, but that unpredictability is a major issue. Commissioner Forner stated that the Department has not dealt with issues of state and public priorities when it comes to transportation, and the majority of the public does not believe that transportation problems are being addressed sufficiently. Commissioner Forner questioned how the business community responds to the lack of investment. Mr. Bussey stated that transportation is an investment, not a tax, but the general public wants an investment without tax increases. Mr. Bussey commented that he would have designed Referendum 51 differently, but supports it the way it is. Commissioner Davis commented that the state's credibility is going to depend on the Department's ability to demonstrate accountability, and that Secretary MacDonald needs to be an individual that can move us forward. Mr. Bussey commented that Secretary MacDonald is a key to change, and he would give high praise for the changes Secretary MacDonald has already made. Representative Sommers commented that there is a huge disconnect between the public interest and revenue reductions.

Senator McAuliffe stated that she has been in the Legislature for 12 years, and the state has not raised transportation taxes during that time. Traffic is choking the road systems in this state and it is time to move forward. The state's economy and education systems will be paralyzed for years by the lack of investment. Secretary MacDonald commented that WSDOT wants to hear from businesses on what needs to be done to improve the system. Commissioner Barnes commented that transportation and a fair tax

system creates economic development, decent living wage jobs and a climate in which businesses would want to come to the state of Washington.

DISCUSSION WITH PORT OF SEATTLE AND FREIGHT MOBILITY ROUNDTABLE REPRESENTATIVES

Dan O'Neal, Chairman, Freight Mobility Roundtable, described the organization. The Roundtable exchanges ideas and information. The members range from the US Department of Transportation to private carriers, ports and members of the Legislature. One of the projects or actions that have come out of the Roundtable is the FAST Corridor Project. Mr. O'Neal's expressed his concern that the public is trying to undo or reverse decisions. There is a need to proceed with phase two of SR519 and not go back to the drawing board. Business will adjust to whatever is going on, and there are changes all the time, but there is a point where it is too expensive to make more changes.

Larry St. Clair, General Manager of Inter Modal Services, Port of Seattle, thanked the Commission for the opportunity to speak. Inter Modal Services handles container operations, as well as supplemental operations with industrial piers and properties that are around the Seattle harbor. The Port of Seattle and Tacoma rely on several different modes of transportation, are extremely important to the Puget Sound area and route approximately a million trucks per year through the area. It is important to work with steamship companies and railroads as a means of transportation. Seventy percent of the containers come inbound from Asia and continue on to inland destinations. Mr. St.Clair echoed Mr. O'Neal's comments with regard to SR519. The Port of Seattle has contributed land in front of Terminal 46 to make room for Washington State Ferries and rail systems. The Port is committed to FAST Corridor funding and intends to stay firm with commitments. There is also the need to stay competitive with Long Beach, Los Angeles, Oakland, California, and Vancouver, BC. Mr. St. Clair notes that there is a need to create as many jobs as possible in the Puget Sound area and that freight mobility is one means to accomplish that.

John Ficker, Logistics Development Manager, Weyerhaeuser, stated that the public views regional and local issues from a long term perspective and business looks at how things can be dealt with quickly. Weyerhaeuser spends over a billion dollars per year moving goods and receiving raw materials, and safety is its number one concern. Customers have changed to include retailers that have a level of demand and expect delivery at specific times. Weyerhaeuser is the second largest recycler in North America, recycling over five million tons of paper per year. This requires a lot of contingency planning, and it is important to have a transportation infrastructure that works. He stated that the Commission should focus on the following areas: (1) Freight and personal mobility, (2) encourage use of all modes of transportation, (3) consistency for the system, (4) commit to projects and accountability, such as FAST Corridor, and (5) Streamline processes.

Dan Pike, Manager, FAST Corridor Project, provided handouts showing where the freight corridors are, and discussed the history of traffic congestion in the Puget Sound area. It is critical to not only the Puget Sound, but all over the country that freight continues moving. Mr. Pike noted that that between 10-25 thousand jobs are directly tied to imports and exports through the Ports of Tacoma and Seattle. Cargo that flows through Seattle and Tacoma on trains stops in the heartland of the United States and distributes cargo that creates employment opportunities in states such as Texas. Mr. Pike commented that one of the answers of the mobility problem was the creation of the FAST Corridor Project, as well the Freight Mobility Advisory Committee was created by the Legislature in 1995. These groups and FMAC's successor , the Freight Mobility Strategic Investment Board, looked at problems in the Puget Sound that are tied to freight mobility. There are both public and private partners at the freight mobility investment table. There were 15 projects created that are the first phase of FAST with a total cost of about \$470 million. The second phase has ten projects FAST II, with a cost of \$265 million.

Pete Beaulieu, Puget Sound Regional Council, commented the Puget Sound is a mega corridor for freight. FAST Phase II will help Seattle synchronize traffic lights to reduce congestion in the area for both freight and businesses.

PUBLIC AND LEGISLATOR COMMENT PERIOD

Senator McAuliffe commented that SR522 is a major corridor for transportation. The improvement of the corridor is not completed and that causes a significant impact on traffic. If the improvements were completed there would be a connection to SR405 that serves both King and Snohomish Counties. SR527 connects six state routes regionally. The communities along the corridor have requested that it be designated as a Highway of Statewide Significance (HSS). The University of Washington campus and Cascadia Community College have created the need for a south access ramp that was funded by the Legislature. There will be two new buildings that will increase technology opportunities as well as film, art and multimedia programs. Senator McAuliffe thanked the Commission and commented that was one of the best transportation meetings that she has attended.

Secretary MacDonald thanked John Okamoto, Lorena Eng and Chris Rose, as well as other staff for organizing an excellent meeting.

Representative Al O'Brien commented that the Seashore area needs funding to reduce congestion on SR522 and SR527. The FAST Corridor should include SR522. The University of Washington and Cascadia were built where they are because it is the center of a growing biotech industry. They need SR527 to be designated as HSS because it is used as an alternate to I-5.

Representative Helen Sommers raised a concern about cost estimates for the Alaskan Way Viaduct, and that the vehicle capacity issue has not been discussed.

Representative Sommers suggested that there be alternatives to fix the problem with the Viaduct in the short term to prevent disaster or impact freight mobility. She thanked the Commission for inviting her. Secretary MacDonald agreed that there is a significant risk and that Representative Sommers' point is well taken. Secretary MacDonald suggested that she be involved in discussing alternative investments for the Viaduct.

Daniel Mann, Co-Chair, Shoreline Merchants Association, spoke on behalf of the Aurora Merchants Association. Mr. Mann is concerned that commercial urban highways are under siege by WSDOT and local jurisdictions. Highway design standards are being adopted without adequate consideration of the impact on businesses and customers. Businesses need customer mobility, access, parking and visibility that future plans impact. Small businesses need to be at the table of local meetings. The Commission and WSDOT should listen to small businesses and neighborhoods about the design standards that are hurting them. Mr. Mann commented that the alternative is civil litigation. Economic and social impact has to be constructed under the National Environmental Protection Act requirements and must be taken seriously. Shoreline Merchants Association does not understand how the state can spend \$30 million per mile on the Shoreline project when neighboring communities have completed projects for \$5 million to \$7 million per mile. Mr. Mann provided handouts "How We Can Save \$50 Million".

Walt Hagen, Concerned Citizens of Shoreline, represents neighborhoods. A primary concern is land use and how it adversely impacts neighborhoods. Concerned Citizens of Shoreline does not want traffic diverted into neighborhoods. If the current plan is implemented there will be trucks and pedestrians using the same streets. The improvements will impede transportation. SR99 is a state highway not a main street. Concerned Citizens of Shoreline wants to keep it as a transportation corridor.

Robert Jackson, resident of Seattle, commented that the \$12 Billion transportation plan should be spent statewide. He expressed his support of bus rapid transit rather than light rail transportation. Mr. Jackson feels that there should be an election of transportation decision makers. He recently rode on Cascade Rail and found that many services were inadequate. Mr. Jackson is concerned that non-profit organizations did not attend this meeting, and asks that the Commission be diligent in including these groups in the future. He supports Mr. Gates' proposal on tax parity, and suggests that the Commission establish a transportation desk in Seattle to inform the public of their transportation options. He is supportive of taxes to fund transportation improvements and spending public dollars on economic development. Mr. Jackson requested that the Commission form an advisory group for tribes to assist with how transportation dollars are spent.

Julie Meyers, resident of Woodinville, grew up in the Seattle area and has lived in California for 20 years. She felt this meeting was fascinating and appreciated the opportunity to be involved. Ms. Meyers commented that even if WSDOT's 20-Year Regional Plan is acceptable voters might be skeptical of Referendum 51. Ms. Meyers

stated her concern that the SR520 project plan has serious problems and there are not alternate routes. She suggested alternate routes for emergency purposes and that the new SR520 bridge be built in the footprint of the current bridge.

Tom Heller, resident of Seattle, commented that Mayor Nickels introductory remarks covered a wide range of transportation issues. Mr. Heller commented that there was no mention of SR520, even though it is far more vital than the monorail or light rail system. Mr. Heller stated that Mr. Conlin suggested that transportation should be approached through energy conservation. He stated that he is uncomfortable with this concept, as the energy payback period is over 40 years. There is concern about the absence of objective measures for transportation, but the RTID law begins to set standards.

The Commission meeting adjourned at 5:20 p.m. on June 28, 2002.